GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

STARRED QUESTION NO:148
ANSWERED ON:28.11.2002
RAIL ACCIDENTS
AVSM, BRIG.(RETD.) KAMAKHYA PRASAD SINGH DEO;P.R. KHUTE

Will the Minister of RAILWAYS be pleased to state:

(a) the number of train accidents occurred in different parts of the country during the last three years, till date;

(b) the details of each accident, datewise, placewise ;

(c) the extent of loss of life and property alongwith the details of compensation paid to the dependents;

(d) the number of railway employees found guilty;

(e) the concrete measures adopted by the Government to check the increasing train accidents;

(f) the number of train accidents caused by I.S.I. backed terrorists and other extremist groups; and

(g) the details of the inquiry report in each case ?

Answer

MINISTER OF RAILWAYS (SHRI NITISH KUMAR)

(a) to (g) : A statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (g) OF STARRED QUESTION NO.148 BY SHRI K.P. SINGH DEO & SHRI P.R. KHUNTE TO BE ANSWERED IN LOK SABHA ON 28.11.2002 REGARDING RAIL ACCIDENTS

(a) & (b): The number of consequential train accidents, zonal railway wise, during the last three years and upto 20th November 2002 are as under :

Railway	1999-2000	2000-2001	2001-2002+	2002-2003 (upto 20th Nov. 2002)
Central	68	58	50	19
Eastern	31	35	47	24
Northern	80	66	79	47
Northeastern	25	37	37	29
Northeast Frontier	76	95	58	24
Southern	48	43	35	18
South Central	49	48	36	25
South Eastern	52	53	50	25
Western	30	29	22	11
East Central	-	-	-	2
North Western	-	-	-	1
KRCL(Konkan)	4	9	1	2
Metro	-	-	-	-
Total	463	473	415	227

+ Figures are provisional

Cause wise break up of accidents during the period 1999-2000,2000-2001,2001-2002 and 2002-2003(upto 20th Nov 2002) :

Broad Causes	1999-2000	2000-2001	2001-2002+	2002-2003+ (upto Nov.2002)
Failure of Railway Staff	287	293	248	132
Failure of other than Railway staff	105	109	103	58
Failure of	28	33	24	04

equipment				
Sabotage	21	19	14	14
Combination of factors	-	04	-	-
Incidental	15	11	20	12
Could not be established	7	4	5	1
Under investigation	-	-	1	06
Total	463	473	415	227

+ Figures are provisional

(c): The loss of life and damage to Railway property in train accidents along with compensation paid during 1999-2000, 2000-2001,2001-2002 and 2002-2003(upto 20th Nov)are as under :

Year	No of persons died in train accidents	Damage to Railway property (Rs in crores)	Compensation paid (Rs in crores)
1999-2000	616	81.93	9.34
2000-2001	216	54.98	7.97
2001-2002	325	54.29	4.11
2002-2003 (upto 20th Nov)	284	20.65	1.99

Figures are provisional

(d): The number of railway employees held responsible for lapses causing accidents during the period 1999-2000, to 2002- 2003 (upto 20th Nov2002) were 1831.

(e): Following measures have been taken to prevent accidents :

(i) A non − lapsable Special Railway SafetyFund of Rs. 17,000/- crores has been set up for renewal of over aged assets and for safety enhancement works.

(ii) Fouling Mark to Fouling Mark (FM to FM) trackcircuiting on entire 'A', 'B', 'C', 'D' and 'D Spl.'routes where speed is more than 75 kmph. have been completed . Remaining portion of the work is under progress.

(iii) Extended field trials of Anti Collision Device (ACD) havebeen started on Northern Railway. After successful completion of extended field trials, a decision would be taken for its wider application.

(iv) Last vehicle check by Axle Counter have been introduced on over 190 block sections and more sections are being progressively added.

(v) State of the art technology of Digital Mobile Train Radio Communicationhas been sanctioned on some important sections for providing duplex radio communication between driver/guard and control.

(vi) Walkie − talkie sets have been provided to Drivers and Guards of all trains for faster and better means of communication.

(vii) Drivers and Guards are also being progressively provided with LED based electronic flashing lamps having better visibility.

(viii) Tie Tamping and ballast cleaning machines and Track Renewal Trains are being used to give superior track geometry.

(ix) To monitor track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being used progressively.

(x) For detection of hidden flaws in rails/welds, adequate double rail Ultra Sonic Flaw Detectors have been procured. Self Propelled Ultrasonic Rail Testing Cars are being procured.

(xi) At the Rail Rolling Mill at Bhilai, online Ultrasonic Flaw Detection (USFD) and eddy current testing is being done to weed out rails with defects. Vacuum degassing is being done to reduce hydrogen content and thus improve quality of rails. Indian Railways and Bhilai Steel Plant or Steel Authority of India Limited are also planning together to produce longer rails i.e. 26 metre and 65 or 78 metre, instead of conventional 13 metre length to reduce number of welds in the track.

(xii) The specification of Rail steel have been upgraded and are in conformity with the International Union of Railways (UIC) specifications.

(xiii) Routine Over Hauling Depots have been equippedwith ultrasonic testing equipment for detection of flaws in the axles so as to prevent cases of cold breakage of axles.

(xiv) Funds being received from the diesel cess are being used for safety related works pertaining to level crossings.

(xv) Whistle Boards/speed breakers and road signs have been provided at unmanned level crossings.

(xvi) Audio-visual publicity campaigns are conducted to educate road users.

(xvii) Level Crossings having heavy traffic density are being progressively interlocked with signals on a planned basis.

(xviii) Periodical Safety Audit of different divisions by inter- disciplinary teams from Zonal Headquarters is being conducted.

(xix) Training facilities for drivers, guards and staff connected with train operation are being modernized including use of Simulators for training of drivers.

(xx) Stringent penalty to the extent of dismissal/removal from service is being imposed on officials causing serious accidents.

(xxi) Majority of four wheeler wagons (CRT wagons) with vacuum brake system have been phased out.

(xxii) All new coaches are being fitted with Bogie Mounted Brake System.In addition, some of the existing coaches having adequate residual life are also being retrofitted with this system.

(xxiii) To improve crash worthiness of coaches, as an immediate measure, coach interiors are being re-designed with improved fittings and features, which would not cause injury. Simultaneously, the coach body will be re-designed to absorb more impact so as to keep passenger carrying areas intact.

(xxiv) New wagons being inducted into the system are equipped with more reliable Casnub Bogies and Bogie Mounted Brake System on wagons has also been developed and is under trial. The use of Composition Brake Blocks on wagons is being progressively increased.

(xxv) All the Production Units, majority of repair workshops and large number of Sheds/Depots have achieved ISO 9002 certification for their Quality Maintenance System.

(xxvi) Instructions have been issued to reduce the number of fish plated joints, wherever feasible and for burring of two fish bolts, one on each rail, at joints located in the stretches considered vulnerable.

(xxvii) Efforts are also being made to develop an anti-theft elastic rail clip and fish bolt fastening.

(xxviii) Close liaison is being maintained with State Police Departments, wherever required for prevention of crime on Railway tracks and bridges.

(xxix) Comprehensive safety drives are conducted covering various aspects of safe passage of trains, involving cross sections of inspectors, supervisors and officers.

(f) & (g): During the period 1999-2000 to 2002-2003 (upto 20th November 2002), 68 train accidents occurred due to 'Sabotage' as established in accident enquiry reports. However, prevention and detection of crime being State subject, specific information of involvement of any group etc. is not available with the Ministry of Railways. Thecases of sabotage and also other matters affecting the security of Railways, are taken up at various levels with Police/GRP authorities who are constitutionally responsible for maintenance of law and order and prevention of crime on Railways.